



DEPARTMENT OF GENERAL SERVICES

Procurement Division - Acquisitions Branch

The Ziggurat • 707 Third Street, Second Floor • PO Box 989054 • West Sacramento, CA 95798-9054 • (916) 375-4400

January 27, 2003

TO ALL PARTICIPATING STATE AND LOCAL AGENCIES

Subject: Contract 1-03-23-17 for 2003 Modified Raised Top Handicapped Vans

Attached is the contract notification for Modified Raised Top Handicapped Vans. The first eight (8) pages of the contract explain the procedure for ordering vehicles.

You will also find included as part of this notification, price sheets, specifications, and a dealer listing that provides the address, contact names, and telephone and fax numbers.

You should contact the dealer for help with model changes and pricing on options or deletions. Before submitting your purchase order to the dealer, make sure it is complete, showing all options, deletions, prices, colors, FOB points, etc.

The NEW service charge for use of this contract is 1.93 percent of the total purchase orders before tax or cash discount, with a maximum charge of \$7500. Our accounting office will automatically generate an invoice after receipt of your order (copy).

Orders may be sent to the dealer by mail or by fax. *If you fax your order in, please do not mail the hard copy or a duplicate order will be issued.*

If you have any questions, please contact me at 916/375-4482.

Sincerely,

A handwritten signature in black ink, appearing to read 'Russ Guarna', written over a horizontal line.

Russ Guarna, Acting Manager
Department of General Services

RG:SJ:sj

**VEHICLE SPECIFICATIONS
AND
REQUIREMENTS
FOR A
RAISED ROOF,
MODIFIED VAN**

Prepared October 2002
Department of Transportation
Mass Transportation Program

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TECHNICAL SPECIFICATIONS-MODIFIED VAN

1.0 SCOPE

- 1.1 The intent of this specification is to describe the minimum requirements for a Paratransit van specifically equipped and modified to transport ambulatory persons and persons with disabilities that need the assistance of mobility aid. The modification shall consist of increased interior headroom and clearances and improved passenger accessibility provisions for persons with disabilities. The vans are to be converted in accordance with this specification. No modifications to the van structure that would increase the roof height or modify the copilot door or change the under vehicle wheelchair lift beyond what is contained in these specifications will be allowed. The van shall be a complete, operating vehicle, at a minimum, conform in strength, quality of material and workmanship as provided by the automobile industry. The manufacturer must be ISO 9001 certified. A copy of the certification must accompany the bid submittals. All parts added, as a part of the modification process shall be new. The basic van must be a current year factory production model that is catalogued by the manufacturer and for which manufacturer's published literature and printed specifications are currently available.
- 1.2 This specification is intended for use in the purchase of a complete vehicle unit and all equipment and accessories necessary for its operation. All parts, equipment, and accessories shall be completely installed, assembled and/or adjusted as required. Each unit is to be equipped with a right side wheelchair lift installed in the step area of the double doors under the vehicle floor and incorporate a power step for ambulatory entrance into the van.

2.0 APPLICABLE STANDARDS, LAWS AND REGULATIONS

- 2.1 The vehicle shall conform in all respects to the following standards, law and regulations:
- Federal Motor Vehicle Safety Standards (FMVSS)
 - Code of Federal Regulations, Title 49, Chapter V-National Safety Bureau
 - California Code of Regulations (CCR), Title 13
 - Americans With Disabilities Act (ADA) Accessibility Specifications for Transportation Vehicles, 49 CFR, Part 38, Subpart B-Buses, Vans and Systems
 - State of California Vehicle Code
 - California Health and Safety Code
 - California Air Resources Board Regulations
 - OEM Body Builders Book

Indicate a yes or no on the lines provided in regards to your conformance to the specification items.

3.0 SPECIFICATION REQUIREMENTS

3.1 Basic Van: The production vehicle shall be equivalent to a current Model Year, E350, S34, Extended Super Duty single rear wheel Ford Van Chassis, 9300lb minimum GVWR, 138" wheelbase with the following components and/or options:

1. Chassis shall be heavy duty and the as-built, fully loaded Gross Vehicle Weight cannot exceed the Original Equipment Manufacturers (OEM) GVWR. In no case shall the vehicle GVWR or the front or rear gross axle weight rating (GAWR) or any component therein, be exceeded, when the vehicle with all options installed is fully loaded with passengers (68 kg (150 lbs). per ambulatory passenger and driver, and 113 kg (250 lbs.) per wheelchair passenger, seated in the locations designated and offered. A weight distribution schematic and loading calculation must be included. _____
2. Engine shall be a California approved 5.4L EFI, V8. _____
3. Transmission shall be four-speed automatic transmission incorporating OEM installed air-oil type auxiliary transmission cooler and filler extension neck for adding fluid. _____
4. Center LED brake light center mounted, minimum illuminated portion of the lens to equal 51 mm X 152 mm (2" X 6") horizontally mounted located on the centerline above the rear window. _____
5. The front and rear springs shall have a ground load rating equal to or exceeding the GVWR of the vehicle. The van shall be equipped with the Mor/ryde suspension system. _____
6. Each chassis shall be equipped with front and rear, heavy-duty, double-acting gas filled shock absorbers, the highest rating available from the OEM. _____
7. Each vehicle shall be equipped with OEM power-assisted steering and power brakes. Steering shall incorporate an OEM factory installed tilt wheel and cruise control. _____
8. Each vehicle shall be equipped with five matching steel-disc wheels. _____
9. Five OEM steel-belted radial ply tires of equal size and rating. The combined load rating of the tires shall equal or exceed the GVWR of the vehicle. The spare tire shall be tied down inside the vehicle for shipping. _____
10. Fuel tank shall be a minimum 31-gallon and supplied by the OEM. Any chassis fuel system modifications shall be fully compliant with California Air Resources Board standards. _____

11. The instrument panel shall have lamps sufficient to illuminate all instruments. All instruments shall be accessible for maintenance and repair and shall be mounted so that each instrument and all indicator lights are clearly visible to the driver. Lights in lieu of the listed gauges will not be acceptable. Each vehicle instrument panel shall be equipped with at least the following:
 - a. Ammeter or voltmeter
 - b. Oil pressure gauge
 - c. Fuel capacity gauge
 - d. Engine temperature gauge
 - e. Speedometer
 - f. Emergency brake warning light
12. Back-up warning device, ECCO #530 or equal, that is readily audible outside each vehicle when the transmission is in reverse. The warning device shall be mounted in the rear of each vehicle.
13. Echovision or equal, rear obstacle detection system (three stage variable tone) mounted on the rear of the vehicle per manufacturers recommendations. Sensors are not to be mounted on the rear bumper.
14. An OEM AM/FM radio with four speakers, two speakers installed in passenger area.
15. OEM factory tinted glass in windshield. All passenger windows shall be OEM tinted to the darkest tint available and side windows vented where available from OEM.
16. Protective metal guards (two total) for the driveline shaft shall be provided to prevent a broken shaft from touching the ground or any break line and prevent the shaft from contacting the floor of the bus.
17. Front and rear bumpers shall be OEM standard
18. Drivers side running board. Design and installation must secure running board to frame and van floor and must support a 300 lb load.
19. Exhaust shall exit the rear of the vehicle.

4.0 ELECTRICAL REQUIREMENTS

- 4.1 Wiring and Switches: All switches and wiring circuits shall be protected with either fuses or circuit breakers. All fuses and circuit breakers shall be labeled for identification and installed in one central location with a cover (metal or plastic). The OEM Chassis electrical protection may not be altered or modified in any way. All contractor-installed switches shall be of heavy-duty design. No switches are to be installed on the engine cover and no electrical, stationary or mechanical device may block the removal of the engine cover inside the van. There shall be no exposed wiring inside the vehicle. All wiring must meet SAE standards. All

electrical wiring shall be automotive stranded and sufficient size to carry the required current without excessive voltage drop and shall be color, number and function coded at a minimum of eighteen (18) inch intervals. All wiring shall be run inside the body in a protected area. All wiring shall be in a loom and securely clipped for maximum protection. Clips shall be rubber or plastic coated to prevent them from cutting the wiring insulation. Wiring that must be routed under the vehicle, as close to the chassis frame rails as possible, shall be attached to the sub-floor with rubber or plastic coated P clamps every 12 inches and shall not be bundled with hoses. All connections with 3 to 12 circuits shall be environmentally sealed high impact plastic connectors with pull-apart locking tabs. All connections containing one or two circuits shall be made with Posi-lock connectors. No butt connectors will be allowed. Plastic wire ties are not acceptable.

4.2 Battery capacity must equal the largest available from the OEM.

4.3 The alternator shall be the largest output rating from OEM.

4.4 A fast idle system equal to Intermotive AFIS-501. The fast idle must be able to automatically increase the engine speed to 1,500 RPM. The fast idle shall engage only when the vehicle is in park and the park brake is set and activate when vehicle voltage drops below 11.5V. A manual override switch located convenient to the driver to engage the system when the vehicle is in park and the park brake is set is required.

4.5 All electric wiring passing through the body metal shall have anti-chafing grommets.

4.6 A complete "as built" electrical wiring diagram covering all electrical equipment and electrical circuits installed, complete with wiring codes for each vehicle ordered.

5.0 BODY MODIFICATIONS:

5.1 All modifications shall comply with the FMVSS. The Vendors must be certified by the National Traffic Safety Administration to manufacture or alter vehicles in accordance with the Code of Federal Regulations, Title 49, Parts 567-568. The raised roof must be a one-piece aerodynamic design fiberglass raised roof. The roof must be securely fastened to the basic vehicle structure to become an integral part of the basic chassis. The new roof must be completely sealed with an anti-fungus sealant and offer an interior center aisle height of not less than 60 inches and a maximum of 62 inches. The roof shall contain a collapse-resistant steel rollover cage. The steel frame must consist of 1" X 1" tubular steel and have no less than five (5) horizontal stringers and three (3) longitudinal members. The doorframe for the extended passenger entry doors shall be an integral part of the extended roof.

- 5.2 The roof shall include longitudinal molded channels to divert moisture runoff from the side passenger entry doors and the driver's entry door. The drip rail must extend 2" over the center of the double doors and taper to 1" over the hinge side of each door. The roof shall be constructed of reinforced fiberglass or approved equal.
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- 5.3 The interior of the roof shall be a smooth finished one-piece seamless fiberglass liner, not less than 1/16 inch in thickness.
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- 5.4 The roof construction shall be of sufficient strength to prevent vibration, drumming or flexing. The roof is to be designed to prevent pooling of water on the roof.
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- 5.5 The entire unit shall be adequately reinforced and shall meet requirements of FMVSS 220, School Bus Rollover Protection. A current certification must be furnished with the bid. The test results shall not be more than two (2) years old on the production model bid unless the structure has not been significantly modified as defined by 49 CFR 665.
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- 5.6 Interior Paneling: All interior walls shall be paneled using OEM ABS plastic or approved equal, including doors. All panels shall be the same color and coordinated with the interior colors of the vehicle. All interior panels shall be flame retardant and have all open areas sealed.
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- 5.7 The vehicle body shall be fully insulated in the roof and all body panels to deaden sound and reduce vibration and heat transfers. Equivalent to 3.81 cm (1.5") fiberglass insulation shall be used in the top, sidewalls of the top, and the vehicle walls. Insulation shall comply with all Federal requirements and shall pass the testing requirements specified in the Federal Transit Administration (FTA) Recommended Fire Safety Practices for Transit Bus and Van Materials Selection.
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- 6.0 SEATING:
- 6.1 Passenger: Seating shall include two, two passenger folding seats and one two passenger fixed seat behind driver, two single passenger seats on the curb side and a drivers seat as shown on floor plan Section 16. Seating shall be Freedman Feather Weight mid high back seats or approved equal. All seats shall be a maximum of 16.5 " as measured from the floor to the top of the bottom cushion. Back cushions shall have 1/2" of Chestnut Ridge (CR) Safeguard over the portion of the seat, which comes in contact with the passenger and 12" on the entire back of the cushion. The inner cushion shall be hi-density polyurethane in order to provide maximum comfort and reduced weight. Seat cushions shall have 1/2" of CR Safeguard over the portion of the seat, which comes in contact with the passenger, and 1/2" on the entire bottom of the cushion. The inner cushion shall be a hi-density polyurethane in order to provide maximum comfort and reduced weight. Vinyl shall comply fully with the requirements of the Federal Register dated 10-20-93 for Flame and smoke properties. All seats shall have the following minimum requirements:

- 1 Meet all applicable FMVSS requirements including FMVSS-210, 302 and 207 for **all** seats and seat belts to be installed in the van. Seat testing must include testing the seats mounted in the van being bid. Detailed seat installation instructions and test data must be made available to the state prior to award of contract.
 - 2 Cushion and seat cover shall be of the slipcover type, removable and replaceable without removing the entire seat.
 - 3 Freedman, or equal, under seat retractable passenger seat belts shall be provided for seats that do not have OEM lap shoulder belt. One 61 m (24") belt extender shall be provided with each vehicle.
 - 4 All metal surfaces shall be powder coated.
 - 5 All seats shall have not less than 69.85cm (27.5") hip to knee room spacing between seats. All seats shall have a minimum cushion depth of 43.18cm (17"), and a thickness of not less than 63.5 mm (2.5").
 - 6 All aisle seats are to have molded energy absorbing grab handles at the top of each forward facing aisle seat. The handles must be securely attached to a welded seat frame structure.
 - 7 Complete White Book testing.
 - 8 A minimum clear aisle of 11 inches.
 - 9 Folding seats must be equal to Freedman Notch Back, three step folding seat. All aisle seats must have hardware in place in the seat back to install an armrest.
- 6.2 Driver Seat: OEM Captain chair with material to match passenger seating. The copilot seat is to be replaced by a storage area for the driver and cover for the front mounted wheelchair pump. The storage/cover must be securely fastened to the van and provide storage compartments for the driver to use as well as a recessed flat surface area to mount the first aide kit and fire extinguisher.
- 7.0 FLOOR:
- 7.1 The floor overlay shall have a minimum of 1.27cm (1/2") 5 ply APA certified exterior grade plywood of C-C plug grade securely fastened to the cross sills. All edges to be properly sealed for moisture.
- 7.2 Floor Coverings: The floor surface shall be covered with wall-to wall slip-resistant minimum 1.8mm Altro Gray (Genome) Transflor Meta. All step edges shall have a band of bright yellow running the full width of each step. The flooring shall be securely bonded to the sub-floor with a waterproof adhesive. All edges shall be sealed to prevent water penetration. Driver's area to remain OEM.

8.0 DOORS AND ENTRY STEPS

- 8.1 The OEM dual side doors shall be modified to provide a minimum clear entrance height of 56". The extended portion of the door shall be constructed of 11-gauge steel. The extended doorframe shall have vertical members constructed of 16-gauge steel and horizontal members constructed of 11-gauge steel. All members are to be of welded construction. Door extensions shall be painted with a high quality, automotive paint to match the OEM color. Doors must be aligned to maintain the original OEM tolerances and shall not leak water or allow for wind noise at 65 MPH. The doors must be completely sealed with a one-piece construction of the door rubber.
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- 8.2 Retractable power steps shall be provided for ambulatory entrance at the side cargo door location. The controls for the power step shall be mounted in the side cargo door for easy access and operation. The bottom step shall be a maximum of 10" from ground level. Additional steps shall not exceed 10" rise. Each step tread shall offer a minimum tread depth of 8" and shall be a minimum of 24" wide. The retractable power steps shall deploy independent of the wheelchair lift and shall be concealed beneath the wheelchair lift in a manner that does not compromise chassis integrity.
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- 8.3 The retractable power step shall be interlocked with the vehicle to prohibit operation until the vehicle is in park, the parking brake is depressed, the wheelchair lift master switch is on, and the entrance doors are open. The step shall be interfaced with the wheelchair lift so it cannot be deployed when the wheelchair lift is not in the stowed position. The power step assembly may be operated manually in case of power failure.
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- 8.4 The power step must be enclosed to prevent damage and designed to blend the step enclosure with the OEM body structure.
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9.0 PAINT AND TRIM

- 9.1 All painted exterior surfaces shall match the exterior paint color of the basic van. The exterior paint shall be OEM white. The extended roof shall be painted with the OEM body color.
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- 9.2 Painting, Decals and Monograms: All signs required by State and federal law shall be affixed to each vehicle exterior and interior. No decals or painted identification of bus dealer/manufacturer are to be added to the vehicle.
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- 9.3 UNDERCOATING: Replacement of OEM undercoating for any area of the van that, during modification, the OEM undercoat protection has been modified or removed.

10.0 AIR CONDITIONING AND HEATING

- 10.1 Highest output available from OEM Front and Pro Air Model 935 or equal mounted in rear of the Van. Minimum rating for A/C is 32,000 BTU and for heat 35,000 BTU. Heat and A/C shall be ducted with adjustable vents for direction and flow control to provide even heating and cooling throughout the van.
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11.0 WHEELCHAIR LIFT:

- 11.1 The lift shall be a cartridge style Braun UVL 855CFST or Ricon Phantom or approved equal, mounted under the van. The vehicle body raise shall not exceed ½" to complete this installation. Lifts mounted below chassis main rail underside will not be accepted. The lift must be fully automatic and meet the requirements of ADA. Additional lift manufacturers that meet the specifications and performance of the reference brand will be considered and must be identified and approved prior to bid opening.
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- 11.2 Mounting of the Wheelchair Lift Assembly: The wheelchair lift shall be installed in accordance with the lift manufacturer's recommendations and requirements.
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- 11.3 Control Station: The wheelchair lift system shall have one control station capable of controlling all lift functions. The control switches on the lift control station shall have clear, legible, permanently attached labels identifying their function. Decals will not be allowed. The control station should be conveniently mounted to the entry door with stainless steel bracket and within easy reach of wheelchair lift operator.
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- 11.4 The lift electrical system shall be protected by a heavy-duty circuit breaker installed per manufacturers instructions with master control switch located near the driver and clearly labeled with indicator light.
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- 11.5 Control Interlock: The interlock shall be fully automatic InterMotive ILIS or equivalent. Interlock shall be solid state, microprocessor-controlled unit capable of self-diagnosis. Interlock must prevent driving the vehicle with parking brake left on. Interlock must meet ADA Title 49 Lift Interlock requirements.
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12.0 WHEELCHAIR SECURITY AND OCCUPANT RESTRAINT SYSTEM:

- 12.1 Each vehicle shall be equipped with two forward facing wheelchair securement and occupant restraint systems. The systems shall be capable of securing a variety of common wheelchair designs and accommodate a wide range of occupant sizes. The spacing of the L track must be maximized to assist with securement and installed as shown on floor plan Section 16. The final track spacing will be determined at the pre-production meeting. Dedicated wheelchair positions shall have a 12" grab handle placed on the street sidewall. The grab handle is to be made of 1.25" 304 stainless steel with radius at each end and securely attached below window.
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12.2 Wheelchair Securement and Occupant Restraint System(s), including all attachment hardware and anchorages, shall meet or exceed the following requirements:

- * 30 mph/20 G Impact Test criteria per SAE J2249
 - * 36 CFR Part 1192 and 49 CFR Part 38 and 571 (ADA)
 - * All applicable Federal Motor Vehicle Safety Standards (FMVSS), as amended
 - * California Code of Regulations, Title 13
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12.3 Each securement system shall consist of four (4) retractor assemblies, automatic self-locking and self-tensioning. Retractors will not depend on knobs for tension or any inter-action of attendee. Retractor assemblies attach to the structural frame of the wheelchair at four separate points, and anchor into flanged L track. The securement system shall be Q'Straint Securement System QRT Q 8000 series retractors or approved equal. Any product improvements to the 8000 series must be made available to the purchasing agency at no additional charge within one year of bid award. For each wheelchair securement system installed in the vehicle, a corresponding occupant restraint system shall also be provided. The occupant restraint system shall consist of adjustable lap (pelvic) belt and a shoulder (upper torso) belt and provided with a shoulder belt height adjustment and be retractable.

12.4 The securement system shall be mounted in flanged L track with end caps on track that does not extend to sidewalls. The L track is to be installed as per the attached floor plan, Section 16. The L track shall be the same manufacturer of the securement system. The system anchorages and/or track shall be recessed and attached with flush screws in accordance with the requirements of the system manufacturer. A copy of the manufactures installation instructions must be available to Caltrans upon request. Any deviation of track installation will require written approval from securement manufacturer that the installation will not alter required pull testing.

12.5 A training video on proper use of the system must be supplied with every vehicle.

12.6 Securement/Restraint System Accessories

- 1 A Tie Tech web cutter for emergency use shall be provided with each vehicle
 - 2 One torso pad approximately 20 cm X 30 cm (8" X 12") with Thickness of approximately 2.5 cm (1") and belt shall be supplied to secure wheelchair users while riding the on the wheelchair lift.
 - 3 Storage Container: A bag supplied by the securement manufacturer to store securement system must be supplied for each securement system. The bags are to be installed on the bottom of each three step folding seat and be accessible when the seat is in the folded position to allow for wheelchairs securement.
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13.0 ADDITIONAL SAFETY EQUIPMENT: The following shall be furnished and installed in each unit. The mounting of any of the following items shall not interfere with passenger entry or exit:

- (1) One 5-pound ABC fire extinguisher conveniently mounted. _____
- (2) A 16-unit First Aid Kit meeting the minimum requirements of Title 13, California Code of Regulations (13 CCR) Section 1243. _____
- (3) Three bi-directional emergency reflective triangles that conform to the requirements of FMVSS No. 125. _____
- (4) Sufficient interior lighting to illuminate the driver and passenger entry area and the interior aisle. The switch for these lamps shall be mounted in the dash and labeled. _____

14.0 PUBLICATIONS AND PRINTED MATERIALS: Each vehicle will have a complete set of operation, quality assurance, and warranty publications. The information shall be organized in a three ring binder format with each section clearly identified. A draft copy must be available for Caltrans review and acceptance at the pre-production meeting. The following shall be provided at time of delivery:

1. Operation Manual: A complete operations manual and troubleshooting guide with a detailed manufacturers parts list will be provided that covers the conversion features on the vehicle as listed in this specification. The manual will provide complete, comprehensive instructions for the wheelchair accessories, wheelchair lift deployment, deployment of seats, and related equipment _____
2. A complete schematic diagram of all hydraulic lines and electrical circuits. _____
3. All manuals for the van accessories and equipment to include wheelchair lift, air-conditioning system, tie downs, seating, heater, etc. _____
4. Warranty Information: Each vehicle will have a published listing of contractor warranty repair locations, including address, telephone number, and contact name. Location maps will also be provided. _____
5. Training Video: Upon vehicle delivery, the successful bidder shall provide each recipient agency with a professionally made, technical training video. _____
 - a) Video Scope: The video shall review proper functional use of the vehicle, accessories, and options, including, but not limited to, proper techniques for deploying lift, wheelchair securement, opening/closing and maintenance of doors, operation of folding seat, etc. _____

- b) Warranty Coverage: The video shall cover vendor warranty procedures, both chassis and conversion. Conversion warranty locations, contacts, and telephone numbers shall be identified. _____
- c) Video Script, Draft and Approval: Prior to the first vehicle delivery, a video script shall be drafted and submitted to the Caltrans for approval. Once approved, a video draft shall be filmed and approved by the Caltrans prior to distribution. _____

15.0 CONTRACTOR REQUIREMENTS & NOTES

WARRANTY: The warranty of each unit shall include the chassis, engine, drive train, modifications, etc., and shall be equal to the current OEM standard warranty and shall start on the date of acceptance. The Contractor will coordinate warranty issues during the standard warranty period for all OEM and conversion manufacturer products.

Each Contractor shall describe his/her policy and procedures concerning warranties, both on workmanship and material, as applying to this equipment, and the Contractor's/manufacture's method of adjustment. The final stage manufacturer and or Contractor shall assume the responsibility and warranty for all materials and accessories used in the vehicles, whether they are made by the manufacturer or purchased from an outside source for a minimum warranty of three years or 36,000. A copy of this warranty shall be provided for each unit. The warranty, as well as any recall notifications, shall cover each vehicle of the ultimate purchaser or recipient agency. The California Department of Transportation shall not be considered to be a dealer; however, the Contractor shall provide Caltrans a copy of any recall notice.

Any modification added to the base OEM vehicle that is required to be removed from the vehicle to perform warranty work will be at the cost of the Contractor.

All warranty repairs will be the responsibility of and under the control of the Contractor.

SERVICE WARRANTY: Any recognized service or warranty work required, which is performed by the Contractor, under the Contractor's or manufacturer's warranty shall be at a location within the State and will be the responsibility of and paid for by the Contractor. This location must be within two hours travel time of the recipient's location or the Contractor must provide warranty work certification to a local shop capable of performing the work.

PARTS: An adequate stock of repair parts and qualified service facilities must be readily available in California, and must be available and delivered to the transportation providers repair shop within 72 hours of the time requested/ordered from the Contractor.

The Contractor will bear all reasonable financial costs for providing backup service from alternative sources, for failure to provide repair parts within the 72-hour time limit; and will bear all such costs until the parts are received. Freight and transportation for the parts is the responsibility of the Contractor and use of overnight delivery is required when the bus is put out of service due to the needed parts. If overnight delivery is not available the part must be sent by the fastest method available and at a minimum using UPS Ground Trac.

INSPECTION: The intent of this inspection is to resolve as many discrepancies, as possible, on the equipment and allow the manufacturer the opportunity to correct the discrepancies while the equipment is still in the manufacturer's plant and before shipment to California. The cost of these inspections will be paid by the agency identified on the purchase order. This inspection in itself will not constitute acceptance of the vehicle. Final acceptance will be made upon delivery of an acceptable product complying with the specifications at the designated location indicated on the purchase order.

Upon bid award, a pre-production meeting is required at the manufacturer's facility. The meeting will include at a minimum, representative(s) from the successful manufacturer, dealer and representative(s) from Caltrans. A vehicle built to specification will be available for inspection prior to the start of the meeting. For out-of-state travel the Contractor/Manufacturer will pay the travel and per diem expense for the Caltrans representative(s) to attend the pre-production meetings. Caltrans is to be notified in writing, a minimum of 30 days prior to meeting date. Travel expenses will be paid in accordance with Department of Personnel Administration regulations: Title 2, California Administrative Code, Chapter 3, Subchapter 1, Article 2.

The Contractor/Manufacturer can request additional in-plant inspections during the design and construction of the vehicles, upon award of contract. The contractor/Manufacturer as detailed above must pay all travel costs. Vehicle's inspected out of state at the manufacturer's plant, which do not comply with the specifications, will not be approved for shipment to California. Twenty (20) calendar days will be allowed to correct all deficiencies. Additional inspection trip's for compliance will be at the expense of the Contractor at the following rates:

\$50.00 per hour (including travel time) and all expenses (meals, lodging, and cost of transportation).

The above fees may be deducted from the invoice.

SERVICE: Prior to delivery, each vehicle shall be inspected and serviced by the contractor or by an authorized dealer of the manufacturer in a service shop within the State of California. The service shall include not less than the following:

1. Complete lubrication of chassis, engine and operating mechanisms with manufacturer's recommended grades of lubricants.
2. Check all fluid levels and fill as necessary. This inspection must include engine oil, hydraulic oil, transmission fluid, coolant level and mixture, battery levels, brake fluid differential oil, washer fluid.
3. Complete wash and detail of the vehicle prior to delivery and inspection.

4. Front-end alignment and wheels balanced including spare. Wheel alignment must take place after delivery to the FOB destination and documentation of alignment must accompany delivery documentation to purchaser.
5. Full tank of fuel at the F.O.B. point.
6. Alignment of headlights.
7. Check to insure proper operation of all accessories, gauges, lights and mechanical and hydraulic features. Particular attention shall be given to door alignment, lift operation, weather-stripping, hardware, paint condition and tagging of cooling system.
8. A copy of the pre-delivery inspection and all subsequent inspections by contract inspectors to be provided to the receiving agency upon delivery.
9. A certified weight certificate to show the un-laden weight of the vehicle must be provided to purchaser for each vehicle. The vehicle must be full of fuel and all fluids and weighed with all equipment installed.

ACCEPTANCE: Final acceptance will be made upon delivery of acceptable products complying with the specifications at the designated locations in the purchase order and signature of acceptance by the agency listed on the purchase order.

Acceptance of delivery or placement in operation of any equipment shall not release the manufacturer from liability for faulty design, workmanship, or materials appearing even after final payment has been made.

VEHICLE REGISTRATION DOCUMENTS REQUIRED: The Contractor shall register all vehicles.

A certification of compliance for vehicle emissions must be supplied at the time of delivery of each unit.

GENERAL: All equipment cataloged as standard for the basic vehicle, unless superseded by these specifications, must be furnished and included in the purchase price of each vehicle.

Complete printed specifications, published literature, and photos, or illustrations of the basic unit or units that the bidder proposes to furnish must accompany each bid.

Bids will be considered only from a manufacturer having a California representative carrying an adequate supply of repair parts in the State of California. This representative shall have the capability of performing all warranty work in the State of California.

The State requires the successful bidder to furnish evidence that they hold a valid distributor agreement from the bus manufacturer or is the bus manufacturer.

The manufacturer shall provide full and competent engineering services to handle any, and correct all, problems associated with the performance of this equipment. At least one qualified service representative shall be available to render prompt service.

All equipment/options are to be factory installed. If the equipment/options are not available for factory installation, dealer installed equipment/accessories may be acceptable to meet the specifications. Any component added to the vehicle by the dealer must meet manufacturers approved instructions for additions. The bidder is to specify those items that will be dealer installed.

Modifications to the vehicles may be performed by final-stage manufacturers only if National Highway Traffic Safety Administration certifies them and registered to manufacture or alter vehicles in accordance with the Code of Federal Regulations, Title 49, Parts 567-568. In addition, all modifications must be in accordance with the OEM guidelines for building on an incomplete chassis (i.e. Ford's Quality Vehicle Modifiers guidelines and body builder's manual). The vehicle manufacturer must be ISO 9001 certified and a copy of the certifications must be submitted with the bid documents.

Due to the critical nature of this product, the requirements of these regulations and standards will be strictly enforced. It is the **Contractor's responsibility to obtain current copies of the regulations for bidding and/or construction purposes.**

The contractor is required to provide certification affixed to each vehicle that each unit meets or exceeds all State and Federal requirements as of the date of manufacture. CARB (California Air Research Board) re-certification must be supplied for any components not supplied with the OEM chassis that effects the fuel or exhaust system.

The final-stage manufacturer will be required to provide all test data, drawings, etc., relating to the certification of the vehicle as an accessible vehicle.

Upon delivery, it shall be the supplier's responsibility to provide any evidence necessary that the product fully meets all requirements of this set of specifications.

QUALITY OF MATERIALS: Whenever, under the contract documents, it is provided that the contractor shall furnish materials or manufactured articles or shall do work for which no detailed specifications are set forth, the materials or manufactured article shall be of the best grade in quality and workmanship obtainable in the market from firms of established good reputation.

Welding procedures and materials shall be in accordance with standards of the American Society of Testing Materials and the American Welding Society. All visible welds shall be ground smooth. Where metal is welded, the contact surface shall be free of scale, spatter, and grease and shall be treated to preclude rusting.